

# South West Ohio T's

## June 2013 Newsletter

Next monthly meeting June 5<sup>th</sup>.  
MG Services  
349 Glenroy ave., Cin. 45238  
6 PM will order pizza during meeting

### Featured Car



Tony and Connie Carito have owned this month's featured car for over forty years. Tony is writing an article about the stewardship of his TD. As he started the article, he discovered that it is going to take some time to sort out some of the interesting stories so he will have a complete history in a future issue.

We have changed to the PDF format in this newsletter. The files should be a little smaller and maybe a little easier to read. Let us know if this does not work for you.

## Featured Car cont.

If you would like your car to be the featured car of the month, submit a digital photo of it with a brief description and before long it will be immortalized in the newsletter.

**Everyone needs to help with the content of this newsletter,  
Submit early and often!**

If you have any suggestions on what should be included; please call,

**Tony Carito 513--867-8785** or **Jim Thomas 513-393-4385**  
e-mail [mgbjt@zoomtown.com](mailto:mgbjt@zoomtown.com) with any suggestions or  
submissions

## Mission Statement

*This group was formed because there seemed to be a lack of practical information available to facilitate the ability of the local T-owners to get and keep their cars on the road. This group seeks to fill this void. Jim Pesta from MG Services in Cincinnati jump-started the group and provides the technical expertise. The group itself decides what direction the group will pursue.*

*All owners, or potential owners, are welcome to come to the meetings, submit questions, answers, opinions, or suggestions through this newsletter.*

**THIS IS YOUR GROUP!  
And this Newsletter is its voice.**

All members will be happy to help you with your project. If they do not have a specific answer, they should be able to point you to the right person that can supply the answer to solve your problem.

## Monthly Meeting Summery

### WELCOME FIRST TIME ATTENDEES!

Delighted to see Dan Mortenson and Steve Wright at our monthly meeting. Dan attended the meetings at the rib joint but this was his first meeting in the garage. Everyone is an asset to our group and as our mission statement points out, this is your group. Jim always makes sure the garage is a little messy and there is an MG project going on. Any tech / mechanical issue that anyone wishes to bring up is open for discussion among attendees. You will get your answer and you are among friends.

**Attendance was good at our meeting. It was good to see Don Blank, Jan Johnson, John Libbert, Dan Mortenson, Alvin Wulfekuhl, Mel Shotten, Steve Wright, Ricky Nelson, Jeff Weingartener, JT, Jim Pesta, Jim Williams, and Pete Bailey.**

Jim was able to start the meeting by talking louder than everyone else present. Our meetings are typically on the fourth Wednesday of every month but by now you know we are taking the cars on weekend tours. Our meetings have been changed to be able to conduct tech sessions before our short tours.

If you are going on the run or just running errands in this spring weather, then bringing the car to the meeting affords you the opportunity correct any problems you may be experiencing. If it is running great, you get tips for keeping it running well. Meeting attendance is a win win situation for you and your T-car.

Someone has had the same problem or experience that you have. You may have suggestions for others as well. The real Tea Party meeting is held on Glenroy Avenue at MG Services monthly.

Probably the most often asked question I hear from members on the list or new enlistees to say, *what are the dues to join?*

Well we don't need no stinking dues. There aren't any. There are no officers, no secret handshakes nor any rings to purchase. You can be Democrat, Republican, Libertarian, a Cross-dresser or Independent. You only need a lawn chair to attend the meetings.

You might wanna bring five bucks to throw in for pizza since someone always orders a couple for the meetings. It's worth five bucks to watch this group eat pizza, the way they get it in their mouth, throw it up in the air and their teeth pop when they catch it. Sauce sprays ingredients fall on the floor and shirtsleeves replace napkins. If you saw Jurassic Park, then you have seen Raptors eat and you will be better able to watch this group go after pizza wedges.

## Monthly Meeting Summery Cont.

It costs you nothing to be a part of this groupí .and we want you there with us. Pete brought up a question about the top for his TF. He was able to figure out which frame was proper for his car. Stuff he didnø need or could not use was left for someone else to use.

He is currently working on a TF and this is not his first rodeoí .he has put some nice cars back together and has much information to share with anyone.

Pete has good ideas and will steer you in the right direction. He has installed disc brakes on his T-car. He used MGB calipers and rotors on the front of his TF. According to Pete, it is pretty much a øbolt right up jobö with the exception of the tie rod ends needing to be shortened. They are hardened metal and a machine shop can cut it and re-thread it to make it a unique solution to the installation. Disc brakes on the front of your classic and is a whole new ballgame for a T-carí making it much safer to operate. It is all reversible should the øoriginality policeö come with a warrant for inspection. Pete and Jim P. can make this much easier if this would interest you.

Mel had a troublesome tachometer that didnø want to workí ..much like my ex-wife. Jim P. Was able to diagnose that in short orderí the tach drive gearbox behind the generator had disengaged itself through mechanical failure and it chewed the end of the tach cable. In what seemed like a half hour, the gearbox and cable were replaced and the instrument sprang to life. Between Jim working and six people watchingí .they had Mel grinning like a possum eating dookie.

Greg Garnett is now conducting the June 8<sup>th</sup> T-Car run. He and John Olman switched the tours they planned. John has a fun event for us this fall. Look for an announcement real soon on Gregø plan. There will be a tech/prep session on June 5<sup>th</sup> at the garage.

Our conversation drifted to wood found in T cars. This is a topic for Jim in this newsletter. Your carø wooden body tub frame was originally Ash. Rot and decay is the enemy and the wood should be replaced if the integrity is compromised. We probably unwittingly imported the Emerald Ash Borer in T cars.

Jim has experience with replacement and his car is in the garage with new wood for observation. Weird angles and proper fit around the doors are paramount. Bring your camera to the meeting to see how it all goes. Some of the key pieces are pictured in this newsletter.

Jim shared a rear end sent to him from an owner in Texas. The person that worked on it had left a key piece out of the jumble. It started making an ugly noiseí .and you know the rest. There was some gnarly looking metal surfaces inside. The good news is that Jim can save it and have it back to the owner in short order. Did you know it is cheaper to ship items on Greyhound than through UPS?? You do now.

***Member's questions/ Tchobanian  
MG Services  
Blatant Promotional Article***

Last week I was picking up a TC in Columbus to bring back to Cincinnati for service. While in Columbus I met up with Ohahnnes to take a look at his TF that is under restoration.

I had spoken with him a month or so ago and he was concerned about the main bottom timbers on his body tub.

We looked at the wood and determined that the left side timber was OK but the one on the right side of the car needed to be repaired or replaced.

This is not the kind of information that anyone who owns a T-car wants to hear. However, Ohahnnes's car was a bare frame with the body tub mounted on a full sized wooden dolly so that it could be worked on while the body was still off the car.

We talked about what it would cost to do that repair. The car was in his son's shop where his son does race preparation for SCCA spec racers.

I was trying to describe how the timbers were attached, and he asked me when I would be doing a tech article about it. Well, I guess, that the time is now.



This is what the bottom timber looks like before it is put into place in the body tub. This particular timber is for the right side of a TD.

Round cut out (at top right) is for the 1 ½" diameter anti shake hoop that runs from frame rail to frame rail, under the cowl.

Note the cut outs on the outside edge of the timber. This creates a lap joint for the vertical doorposts; hinge post at rear, (left side of photo), and latch side pillar, (right side of photo).

The reason it is very expensive fix is because in order to get to these lap joints for the uprights, one must remove the metal body skins, firewall, cowl, right side body panel (in front of and bottom of door), and rear quarter panel. See photos on following pages.

*Member's questions/ Tchobanian  
MG Services  
Blatant Promotional Article*



This is how I currently work on rebuilding body tubs. The individual sides are built on the metal framework that holds the side member to the outriggers of the chassis frame. It is clamped unto a tabletop. You will note that these photos are of the left side of the car. This method is much easier to deal with than the method shown in the following photos that will show the building of the right side of the car. The results are the same, it is just a lot easier to see and reach around the structure on the bench.

Photo below, is an inside out view of the right side hinge pillar. Note that the inside edge of the pillar is not flush with the inside edge of the bottom timber. The aforementioned lap joint is machined to allow fro adjust met of the vertical pillars to get the correct clearances. To complicate the issue, one must be very careful to allow



enough clearance around the door to let the door operate properly, without interference in the opening. Note bottom photo showing fitting door in opening.





While positioning the uprights the bottom timber of the body tub must also be in position. You need to clamp everything together and check all clearances before final attachment. Once the correct openings have been determined, the uprights can be screwed and glued into place on the bottom timber. If you look closely, you can see the screws that hold the uprights. After I secure the uprights, I fill the remaining space of the lap joint with shims of wood that I cut to fit the voids to make everything tight. (not yet installed in these photos)

The above right photo shows two recessed round areas at the top of the rail. These recesses are for T-nuts. These nuts capture the bolts that hold on the striker plate for the door latch. Many T-cars have bolts that are drilled in from the outside of the car. As was Ohannesø, These after market bolts create a tight fit of the striker plate as needed for the door latch. Sometime in the carø lifetime the T-nuts have been stripped out, which renders this plate too loose to allow the latches to work properly.



Here is the right side of my TF with a new piece of sheet metal in place after all wood work has been done. In this instance every piece of wood was replaced except the horizontal top rail where the cowl attaches to the uprights (One original piece of wood frame was retained).

If you understand all of the implications of this explanation, then you will begin to understand that any of these adjustments can cause the doors not to work properly. And when someone says ò can you adjust my doors so they latch properlyö, I just cringe.

**This is an Email that I recieved from Pete Baily;**

Jim and Dave,

Would you two be interested in doing a convertible top fitting demo at the June 5 meeting using the pieces I showed you Thursday evening?

Pete

Fitting a new top is not something that can be done in a tech session. one needs to be very focused on the task without any distractions. It would be too easy to do something that is not repairable while working in a crowd. Fitting a new top takes about two or three days. trying to do it in a couple of hours is just inviting disaster to a very expensive part. I do not think it is a good idea. Sorry.

Jim

How about a 15 minute tutorial. Dave gave me some advice on attaching top to rail ó I retained little and don't know where to start.

Pete

**Dave has graciously volunteered to give this tech session for next month.**

**Thanks Dave!**

As always, let us know if you would like to discus a specific topic.

I know that we ask every month if anyone has any questions, but until we received one we hadn't realized that we neglected to mention how or where to send the question, oops. If you have a question about your T-car feel free to send it along to;

JT [mgbjt@zoomtown.com](mailto:mgbjt@zoomtown.com)  
or Jim Pesta [Autographics99@hotmail.com](mailto:Autographics99@hotmail.com)

## 2<sup>nd</sup> Street Market Show Dayton



JT and I had decided to take a trip in the MGYB to the 2<sup>nd</sup> Street Market show in Dayton, and set up an information booth identifying the South West Ohio T group and its mission. During the course of the day, we would, hopefully, meet and sign up additional T-owners.

At the last minuet, JT could not attend until a little later, so he drove up separately. When I arrived, Steve Markman's TD and Rick Grant's TF were already on the show's field. The Y-type made three t-cars.

At last year's show there were three or four T-cars in the show and I was hoping that more T-s would show up.

The Second Street Market Show is never a let down. While it is not a large show, it is a unique show. The old depot offers fun shopping and the brick yard is a good setting for the various marques represented there.

There seems to be some rare cars that make it to this show every year. A nice Lotus Esprit cruised in with a throaty growl. There was a good selection of Minis, we saw a Jag or three, a Rolls, a Morris box van, a seldom seen mid-engine MGF, TR4s, 3s, a 6, Stags, and Spitsies. Midgets, B's, T-Cars, a BGT with a V8, a YB, Sprite, and a Morgan.

The spectators walking through were taken with so many nice examples of the cars.

## 2<sup>nd</sup> Street Market Show Dayton Cont.



Don Bixler describes to Tony how he would grab someone by the neck if they touched his beautiful Bug-eyed Sprite.



This little Morris box van was cuter than Sandra Bullock.

Kevin Meyer's TF 1500 (looking sharp) was parked next to Joe Hooker's TD. The top of Jim's YB can be seen four cars back. Kevin's TF was at the MG Services Shop



after laying dormant for more than a decade in his mom's garage. Jim and the SWOT crew had it running in one evening. MG knock-offs can be seen to the far right hand side.



At left is a contemporary MGF, (not legal to drive in the USA.) makes a rare appearance at the show.

About fifteen years ago, Jim P. had the opportunity to attach advertising lettering and numbers on a similar MGF, owned by Ford Motor Co., and put it through its paces somewhere on the streets of Ann Arbor. Thanks for the ride Dick Bremer.



## 2<sup>nd</sup> Street Market Show Dayton Cont.

They ogled, stared, and asked questions. It wasn't unusual to see a person spend 15 minutes going over a particular car. There was lust and desire in their beady little eyes. It is no secret that **Jesus** loves British Car owners more than regular car owners due to their tenacity, spirit, and mystique.

Thank you British Transportation Museum for making this show possible. Them Dayton Boys are a good bunch.

### 2013 Driving / Social Events Calendar

Contact Greg Garnett, 513-523-3720, [ggarnett@miamioh.edu](mailto:ggarnett@miamioh.edu)

<b>June 5</b>	<b>Wed evening tech</b>	<b>M G Services</b>
<b>June 8</b>	<b>Houston Woods (Changed)</b>	<b>Greg Garnett, Oxford</b>
<b>June 14-16</b>	<b>Ohio Chapter Spring GOF</b>	<b>New Philadelphia, Ohio</b>
<b>June 26</b>	<b>Wed evening tech</b>	<b>M G Services</b>
<b>June 29</b>	<b>Garst Museum</b>	<b>Greenville, Ohio, Jim Pesta</b>
<b>July 14</b>	<b>British Car Day T-car featured</b>	<b>Cincinnati, Ohio</b>
<b>July 15-19</b>	<b>GOF Central</b>	<b>St Charles, Mo.</b>
<b>Aug 3</b>	<b>British Car Day</b>	<b>Dayton, Ohio</b>
<b>Aug 7</b>	<b>Wed evening tech</b>	<b>M G Services</b>
<b>Aug 10</b>	<b>Local Drive (Venue change)</b>	<b>Cincinnati, Oh., John Olman.</b>
		<b>Tony Carito</b>
<b>Aug 24-26</b>	<b>Ohio Chapter Fall GOF</b>	<b>Hocking Hills, Ohio</b>
<b>Aug. 27-29</b>	<b>Put In Bay Race Reunion</b>	<b>Put In Bat, Ohio,</b>
		<b>Kurt Neimeyer</b>
<b>Sept 3</b>	<b>Wed evening tech</b>	<b>M G Services</b>
<b>Sept 7</b>	<b>Local Drive</b>	<b>????</b>
	<b>We need a member to propose an event</b>	
<b>Oct 6</b>	<b>Wed evening tech</b>	<b>M G Services</b>
<b>Oct 9</b>	<b>Local Drive</b>	<b>????</b>
	<b>Maybe an out of town member needs to propose an event</b>	
<b>Dec 7</b>	<b>Holiday Social</b>	<b>????</b>
	<b>We need a member to take charge of this event</b>	

## Boone County Back –roads and Bayous Tour Epilog

### Participants

1	Jim Pesta	1	MGYB
2	Jim Williams & Jane Grimm	2	MGTD
3	Greg & Cindy Garnett	2	MGTC
3	Avin Wulfekuhl	1	MGTD
4	Richard Biggs and wife	2	MGTD
5	Joe Potts and his brother John	2	AUDI
6	Ohahnnes Tchobanian and wife	2	MIATA

I apologize for not remembering the wife's first name! *Jim Pesta*



The all cars departed MG Services promptly at 1:30 PM. We headed down to the river's edge to the Anderson Ferry. After loading all waiting cars, the ferry eased from the Ohio bank and crossed the river to Kentucky. The photos above show the cars on the ferry. If you look closely, you might be able to see Jim W., Jane G., Ohahnnes T., Joe Potts, and Greg Garnett.

The weather forecasters only talked about how wet the weekend would be. But, as usual, they were wrong. Yes, some people had raindrops fall on them on their way to the start, but after arrival, there was no wetness coming from the sky all afternoon. So, as always, Joe can take the credit for the sunny day. It was a beautiful day for a drive, not too hot, not too cold, and all-important, not too wet. The route consisted of numerous winding roads throughout northern Kentucky. We had vistas overlooking the Ohio River and hillsides covered with the green of the summer season.

Joe did say that Rabbit Hash was a favorite biker stop; he was not anticipating the amounts that were there on Sunday.

Rabbit Hash did provide a comfort stop for some, even though they did not recommend its use.

## Boone County Back –roads and Bayous Tour Epilog



The photo at left shows the line of cars headed down the road as taken through the windshield of the MGYB. And above, about two hundred bikes parked at the Rabbit Hash General store, rudely interrupted our quite drive.



Above are the one TC, one Y-type, three TDs and two domestic cars, along with their drivers and passengers, who participated in the Boone County drive. After leaving Rabbit Hash, we continued to drive through the countryside to the finish line. This photo was taken in the parking lot of the Tousey House Tavern. We entered and had a wonderful dinner and lively discussions as we ate. All who attended had a good time.

### **Great camaraderie! Thanks Joe!**

The ODO on the YB indicated that I traveled about 100 miles on this outing. And yet, with a total of over 500, T-car, miles driven, again, there were no breakdowns. With last month's drive of 1,500 that brings the total, T-car, miles driven to just under 2,000 miles driven without a breakdown. Of course we are not discussing a certain moron who was behind the wheel of the MGYB during the Adams county drive. I'm guessing that there are only a few who would have predicted such a stellar performance from our öfragileö cars.

**Remember, the more you drive them, the more reliable they are!**

## **On a personal note:**

**This has been on my mind for the last couple of weeks and I'm going to mention this just once.**

To those people who have stepped up to the plate and invested their time and effort to organize this group and the events, including the drives.

### **Kudos;**

**And thank you very much on behalf of this group**

However, I don't quite understand why those who have said they would come and participate in our events, and yet never show up. I thought that driving the cars with, like-minded friends and sharing the knowledge to keep the cars on the road was what the group is all about.

If this trend continues, then it won't be long until there will be no volunteers to organize these events, I know that my time is getting quite busy and I will not be able to spend as much time as I have, with the group. If others do not step up we will be back to where the T-community was before, without an outlet for the owners!

### **Just Say'n**

If that statement makes me a jerk, **so be it**. It is not the first time that has been said about me and I'm sure it won't be the last.

I think that we, as a group, have provided an opportunity for T-owners to experience a good time and learn something about maintaining their car so that it is reliable to drive.

I have been in other organizations that start out strong and then degrade into just a few folks who end up doing everything. This group is no different. Without support from the entire group it is only a matter of time that those who do, will become disillusioned and those who don't, will have nothing left. I would hate to see this happen in our instance!

***Please don't call to explain.***

*Maybe there is none, Do, or Do not, Yoda*

***I don't care what you decide, just follow through!***

***Ji m Pesta.***

**Wednesday June 5, 2013**  
**Tech Prep Session, 6PM, MG Services**

Jim Pesta will have a Tech. Prep. Session at *MG Services* on Wednesday June 5th to help everyone get their MG T-cars ready to go with confidence on this Saturday's drive through the Oxford countryside..

If you are planning to come and work on your car, **let Jim know, in advance, what you plan to work on, so that he can reserve the parts or lift for you, as needed.**

**We** cannot guarantee we will get to all that needs to be done, so call in advance!!

**FIRST COME, FIRST SERVED!!!**

For all of you who's T-car is not yet ready for any drives, please feel free to join us. It is only partially about the cars, it is mostly about the people involved, it's the camaraderie. **You will remember the people and time spent, not the cars.**

**So come on out and join us with whatever you got to drive!**

*Greg Garnet, T-Event coordinator*

**Saturday, June 8<sup>th</sup>, 2013**  
**Short Notice-Short Drive**  
**Oxford Drive and Picnic**

**Start at Lowes parking lot on Route 27 just ½ mi. north of I-275  
at 10;AM**

We will leave the parking lot promptly at 10;15 we will travel north through the country roads to the Frank Lloyd Wright inspired house and vineyard, on Brown Road just north of Oxford. We will have a picnic there, drinks will be provided for our lunch. Bring your own sandwiches or whatever you require. After we refresh ourselves, we will travel on to Houston Woods and return to Lowes at about 3:00 PM when we will call it a day.

At lunch, those in attendance will discuss, and finalize, the itinerary of the Garst Museum Tour that happens on the 29<sup>th</sup>.

If you want to put your two cents worth in, come, speak, we will listen and give you change back. **Questions; call Greg Garnett at 513-523-3720**

**e-mail Greg [ggarnett@miamioh.edu](mailto:ggarnett@miamioh.edu)**

## Saturday June 29<sup>th</sup>. 2013 Drive Darke County – Garst Museum Tour



We would travel the back roads to Greenville where we could visit the Garst Museum. This museum, in Annie Oakley's hometown, naturally houses one of the biggest collections of her artifacts.



Greenville is also the location of The Battle of Fallen Timbers. Afterwards, The Treaty of Greenville was signed. This treaty was one of the last of the treaties in the settlement of the Northwest Territories. There are many exhibits of the infancy Northwest Territories.



In addition there is Bear's Mill, which is an old fashion water powered flourmill still in operation today.



Greenville is also home to Kitchen Aid Appliances and the Kitchen Aid Experience Retail Center. This venue houses a collection of historic pieces of Kitchen aid appliances, provides cooking classes, any new products that you may want to purchase, or even a tour of the factory.



There certainly is something for everybody. We will need to determine what sights we would like to see prior to departure to make arrangements with the sites in case the size of our group would need special treatment.

We might also like to spend the night and drive back the next day.

This is only the first suggestion. If you have any other ideas, please contact me. At 513-532-1795

## Parts Corner

**Just a few words from the parts department.**

**No special parts sales this month.  
SEE YOU ALL SOON**



## Monthly Specials;

**This month's special is not stuff; it is opportunities!**

June comes with many opportunities for driving our cars Swot has organized two different drives. The first a short drive picnic to Oxford. And the second, a little longer to Greenville Ohio and the Garst Museum. They occur on the first and last weekend of the month. In between, there is a group of us driving our cars to New Philadelphia to the Ohio Chapter meet.

If you drive all three, you will be driving a little less than one thousand miles this month.

**Are you up to it?**

**I'll bet you car is!**

**I'll bet that you are still able to appreciate an  
adventure. Why don't you just  
Go for it!**

Let me just say;

**The stories you get to tell, will certainly outweigh any  
adversity that you might suffer. You will always have a story to tell and  
the story is really good if you can overcome the adversity.**

**Do You Feel Lucky?**

**When in doubt, drive!**

**Disclaimer:** *The advice and guidelines given in these articles are given in good faith. The members of the South West Ohio Ts group will take no responsibility for any injuries or loss sustained while carrying out any of the described tasks and procedures or any consequences arising.*

## Reminder for July Car show !

The T-Car is being featured at the Cincinnati All British show in July.

Now that the local SWOT group has over 100 cars identified, if we all could make a little effort, we can saturate the field with our cars.



MG Services will again be providing hospitality for our group at the show.

Mark your calendars now to save the date  
Let's show Cincinnati how many of the over  
100 T's that are within 50 miles from here

**If you miss a meeting, you miss a lot!!**  
Tony / JT

**If you know anyone who would like to get a  
copy of this newsletter, let us know.**

## Remembering Adventures Past

### *Autographics Motor sports at Summit Point Race Track*

The day started with cloudy skies and a bit of precipitation. There were three groups that rotated between the classroom, skid pad, and racetrack. The first session found me at the skid pad and Dave on the track. As soon as the session started, a steady drizzle fell.

It absolutely did not matter at the skid pad, but the track was another story. Somewhere around turn three or four, Dave had an off track experience that concluded in a roll over.

Dave suffered a grapefruit-sized contusion on his left arm where his arm was caught between the car and the ground. He seemed OK until he saw the deep gauges on his helmet. That is the moment that he officially retired from his racing career.



Dave's car after the track session. Notice the location of his windshield, headlight, and top frame.



It has occurred to me that most of our group has never seen my TF 1500 when it was attaching the roadways. Well, here it is in all of its patina. In the paddock (at left) and at speed (below). I just would like to say the instructor with me who was holding on for dear life could not get out of the car fast enough after the session.



**In Conclusion;**

Next monthly meeting June 5<sup>th</sup>.  
at MG Services  
349 Glenroy Ave., Cin. 45238  
6 PM meeting with pizza during meeting

**June's meeting will be on the 5<sup>th</sup>.**

All of these meetings will be at MG Services to prep our cars for the drive the following Sat. or Sun.

This will put us back into the garage at MG Services with the smellsí .partsí .and cars in progress. For those of you who have not been there, there are no restrooms, heat, or seats, so; go before, cover up, and bring your own.

Call Tony or Jim if you have any questions about how to get to any meeting. The meeting takes up at 6:00 pm. Stay as long as you like. Come as you are, clothing is optional. Tony can be reached at 513-867-8785. Jim T. is at 513-393-4385 and Jim P. is at 513-532-1795.

***Missing a meeting is missing lots of information.***

We are always looking for topics for discussion among the group. If you have a specific problem with your car or an idea for improvement, parts for sale, need parts, or even need to understand a concept betterí í please email those inquiries. Names are withheld from discussion unless you want to share.

*Safety Fast!*